constantly remain in fear of their roofs collapsing over their heads at any point of time. Similarly, the farmers who have lost crops should be provided some relief so as to enable them at least to purchase agricultural inputs for the next sowing operations.

A large number of public property has been damaged due to heavy rains and floods. In fact, 1569 bridges and culverts of zilla panchayats, municipalities, public Words Department and Minor Irrigation have been damaged. Five thousand one hundred and twenty seven important road links of various departments and local authorities have been damaged. One thousand and three minor irrigation tanks and 365 irrigation canals have been damaged.

The total value of loss to public properties is estimated at Rs. 80.56 crores. It would take years for the State Government to repair and renovate the damaged public properties if we have to depend upon our resources.

Keeping in view the manitude of the damage caused by the recent earthquake in Maharashtra and the need for Central financial assistance there in a big way, Karnataka has so far not sought any Central assistance for relief of earthquake victims. But managing three natural calamities of scarcity, earthquake and floods out of its own funds is beyond the financial capacity of any State Government. That is why, the Ninth Finance Commission at para 6.18 of its First Report, recommended that if any region faces a calamity of severity, the Centre should step in to take appropriate action as the situation demands and incurs necessary expenditure towards relief measures.

I fervently appeal to the Central Government to sanction a minimum grant of Rs. 200 crores to Karnataka to take effective relief measures in respect of the damage caused by the heavy rains and floods of October, 1993.

SHRI B. K. HARIPRASAD (Karnataka): Sir, I would like to associate myself with shri Hanumanthappa. Whenever there is cyclonic storm in Tamil Nadu coast, the worst sufferers are the people of Karnataka. It is my earnest and sincere demand that immediate relief should be given to the State of Karnataka. I request the Central Government to kindly sanction Rs. 200 crores as demanded by Shri Hanumanthappa.

SHRI GUNDAPPA KORWAR (Karnataka): I also associate myself with Shri Hanumanthappa.

श्री राम नरेश यादव (उत्तर प्रदेश) : महोदय, मैं भी माननीय सदस्य श्री हनुमनतप्पा जी ने जिस विभीषिका की ओर ध्यान आकर्षित करते हुए सरकार से वित्तीय सहायता की मांग की है, उससे अपने को संबद्ध करता हूं और चाहता हूं कि सरकार इस प्राकृतिक विभीषिका की गंभीरता को ध्यान में रखते हुए जल्दी-से-जल्दी अधिक-से-अधिक धनराशि देकर सहायता करे ताकि वहां के पीड़ित लोगों को राहत पहुंचायी जा सके।

THE VICE-CHAIRMAN (SHRI SYED SIBTEY RAZI): Now we will take up Legislative Business.

THE MERCHANT SHIPPING (AMENDMENT) BILL, 1993

श्री शंकर दयाल सिंह (बिहार) : पाइंट आफ आर्डर, सर। महोदय, आपकी परमीशन से एक बात मैं कहना चाहता हूं कि यह जो मर्चेंट शिपिंग (अमेंडमेंट) बिल हमारे सामने आया है, उसका हिन्दी अनुवाद वाणिज्य पोत परिवहन (संशोधन) विधेयक, 1993 है। मैंने, मान्यवर, दोनों को गौर से पढ़ा है। यह जो हिन्दी अनुवाद है, इसमें कई त्रुटियां हैं। इसलिए मैं मिनिस्टर साहब से कहना चाहूंगा इसको विवाद का विषय नहीं बनाना चाहता मैं यह अनुरोध करना चाहूंगा कि जब

भी हिन्दी में अनुवाद हो तो उसमें केवल रस्म-अदायगी न हो बल्कि ठीक से अनुवाद हो। अनुवाद कार्य में भारत सरकार करोड़ों रुपया खर्च करती है। दूसरी बात मैं यह कहना चाहूंगा कि जो भी अनुवाद हो, वह केवल डिक्शनरी का अनुवाद न हो, वह अनुवाद बिल्कुल कृत्रिम न लगे कि समझ में ही न आ सके। इन दोनों बातों की ओर मैं ध्यान दिलाना चाहता था।

माननीय, इसमें जो अनुवाद है वह कृत्रिम है, मैं कहना चाहता हूं बराबर के लिए। इस तरह की बातें आपके सामने भी आई होंगी, सदन में भी इस तरह की बातें उठती रही है। इसलिए मैं दोनों लेकर यहां सदन में आया और मैंने सोचा कि मैं मंत्री महोदय का ध्यान इसकी तरफ दिला दूं।

उपसभाध्यक्ष (सैयद सिब्ते रजी) : मेरे, चेयर के विचार में यह एक महत्वपूर्ण मुद्दा सम्मानित सदस्य ने उठाया है। इस बात का पूर्ण ध्यान रखा जाना चाहिए कि जो भी अनुवाद हिन्दी में आता है, उसका जो जीवन है वह मरने पाना नहीं चाहिए और साधारण रूप से उसको समझा जा सके इस प्रकार का प्रयास होना चाहिए कि इस तरह का अनुवाद आए। जिन त्रुटियों की ओर ध्यान दिलाया गया है, उसकी तरफ भी खासतौर से ध्यान दिया जाना चाहिए। अनुवाद में त्रुटियां नहीं होनी चाहिए, अनुवाद केवल रस्म अदायगी का प्रश्न नहीं है, यह एक बहुत मौलिक प्रश्न है और हमें हिन्दी को पूरी तरह से प्रतिष्ठित करने का प्रयास करना चाहिए। मिस्टर मिनिस्टर।

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : As a result of the liberalisation process and de-regulation which was undertaken in the last two and a half years, some very spectacular results have been achieved in the shipping industry. The shipping industry earned a record foreign exchange of Rs. 2483 crores in 1991-92 and further Rs. 3176 crores in 1992-93. The shipping industry also earned a record net operational profit of Rs. 1487 crores in 1991-92 and this too increased to Rs. 1808 crores in 1992-93. As a result of the liberalisation process, Indian companies were able to purchase 29 ships in one year, that is, 1992-93. By these acquisitions the number of ships in the Indian fleet reached a figure of 439 ships, totalling 6.28 million GRT as on 31.3.1993. The Government owned Shipping Croporation of India has declared profits successively amounting to Rs. 55 crores in 1990-91 and Rs. 117 crores in 1991-92 and the highest ever profits of Rs. 144 crores in 1992-93. The Shipping Corporation has paid dividends totalling more than 90 crores in the last three financial years. Due to our efforts to liberalise ship-repair facilities in India and to give a new orientation to our two major shipyards, I am happy to inform the House that the Chochin Shipyard declared a cash profit of Rs. 7 crores in 1991-92 and further increased it to Rs. 13 crores in 1992-93. The Hindustan Shipyard Ltd. also declared an operating profit of Rs. 73 lakhs before interest and depreciation in 1992-93. We have also finalised private sector projects in ship-repair industry which will involve an investment of almost 100 crores in Goa and Calcutta. Clearly then, hon. Members, the results of liberalisation and deregulation have been positive to the shipping industry. Recently, the Government has also cleared a package for the revival of the Indian shipyards. However, even in this liberalised atmosphere, the cost of financing Indian shipping is considered rather high by the shipping industry in India. The shipping industry has, therefore, logically had to look for international resources for making investments in ships. In this they have encountered certain difficulties and reluctance on the part of foreign institutions, even though the rates of interest offered by the foreign institutions have been much more attractive than those offered by Indian financial institutions. The Merchant Shipping Act, 1958 was enacted about 34 years ago and was amended from time to time in the light of the experience gained in its implementation and to give effect to the provisions of international conventions which were ratified by India. The basic objective of the Government is that the country should become self-sufficient in the carriage of its overseas trade, our share

in which has remained stagnant at around 36 per cent over a period of the last three years. Development of shipping involves massive expenditure in foreign exihange as the country has to import vessels. The Indian companies have, therefore, to seek loans abroad in order to acquire ships but they have been encountering serious difficulties in the matter of raising funds from international market and financial institutions on account of certain provisions relating to registration, transfer of ships and rights of mortgages which were perceived as impediments to the enforcement of the rights of the lenders in the case of loan default and foreclosure of mortgage. Therefore, certain provisions of the Merchant Shipping Act, 1958, were urgently required to be amended for facilitating the implementation of the policies of liberalisation of economy and relaxation of Government control. These related primarily to registration, transfer of ships, foreclosure of mortgages and power of the Central Government to fix shipping rates. The Shipping Industry has been requesting for the aforesaid amendments to the Act on a priority basis and any delay in the amendment of these sections, was expected to further jeopardise the interests of the Indian ship-owners. Shipping is an international business, subject to intermittent fluctuations. World wide, it has been passing through a relatively recessionary phase. The prices of ships have gone down in the international market and Indian shipowners, who are critically dependent on foreign loans, do not want to miss the present opportunities to buy good vessels when foreign currency borrowing rates are low. Foreign financial institutions and banks are willing and in a position to advance loans to Indian buyers provided the perceived impediments in Sections 21,42 and 51 are removed. The Act conferred powers on the Central Government, vide Section 412 to fix, in the prescribed manner, the rates at which any Indian ship may be hired and the rates which may be charged for the carriage of passengers or cargo by any ship engaged in the coastal trade in India. The fixation or revision of freight rates and passenger fares was a time-consuming exercise. The Shipping Companies also felt that Government control on freight rates for certain cargoes and the inordinate delay in fixing these rates lead to a situation where freight rates almost invariably lag behind the cost of operation, coastal shipping operations become unviable and the development of tonnage catering to coastal shipping is inhibited. It was, therefore, considered desirable that the amendments are carried out immediately by promulgating an Ordinance. Accordingly, the Merchant Shipping (Amendment) ordinance, 1993, was promulgated by the presidest on 27th October, 1993.

The question was proposed.

श्री मूलचन्द मीणा (राजस्थान) : उपसभाध्यक्ष महोदय, मर्चेंट शिपिंग अमेंडमेंट बिल, 1993 मंत्री जी द्वारा लाया गया, मैं इसके लिए मंत्री जी को बहुत-बहुत धन्यवाद देना चाहता हूं। आपने हिन्दुस्तान के नौवहन उद्योग को बढ़ावा देने के लिए और जैसी आर्थिक उदारीकरण की नीति इस संसार में चल रही है, उसके अनुरूप आप समय के अनुसार, चाहे थोड़ी देरी होने के बाद भी, आप इस बिल के अंदर संशोधन करके नौवहन कम्पनियों के लिए सुविधा उपलब्ध करा रहे हैं, इसके लिए मैं आपको धन्यवाद देना चाहता हूं।

इस बिल के अंदर आर्थिक उदारीकरण की नीति के अनुसार सुविधा देने के लिए, केन्द्रीय सरकार का जो नियंत्रण था, उसमें छूट देने के लिए, आपने यह संशोधन किया है और करने जा रहे हैं। नौवहन एक ऐसा अंतर्राष्ट्रीय व्यापार है जिसमें समय-समय पर उतार-चढ़ाव होते रहे हैं। पूरे देश में इस समय बहुत मंदी व्यापार में चल रही है और भारत की जो जहाज कम्पनियां थीं या संस्थाएं थीं, उनके सामने यह आर्थिक दिक्कत आ रही थी कि मंदी के संबंध में जहाजों के जो भाव घटे हैं उसमें अच्छे जहाज खरीद सकें। तो इस दिक्कत को दूर करने के लिए आपने यह संशोधन पेश किया है। इस संशोधन से मूलत: 3-4 बातों की सुविधाएं उन जहाज कम्पनियों को होती हैं-जहाजों को पंजीकरण से

संबंधित, जहाजों के हस्तान्तरण से संबंधित, बंधक जलयानों से संबंधित और केन्द्रीय सरकार जो नौवहन के किराए की दरें नियत करती थीं, उनको नियत करने संबंधी यह संशोधन पेश किया गया है। इस विधेयक के अंतर्गत आपने भारतीय जहाज संबंधी अधिनियम की धारा–21 को कुछ बढ़ाया है, कुछ परिवर्तन किया है। इसके अंतर्गत जहाज के स्वामित्व से संबंधित जो बाधाएं हैं, केन्द्रीय सरकार के द्वारा जो बाधाएं लगी हुई हैं और उन बाधाओं को लगाने का एक कारण था क्योंकि उस समय भारत सरकार इन कम्पनियों और सहकारी समितियों को 9% प्रतिशत ऋण ब्याज पर देती थी, आज भारत सरकार ने उनको ऋण देना बंद किया है तो प्रतिबंध भी हटना जरूरी था। इस आर्थिक उदारीकरण नीति को ध्यान में रखते हुए यह आवश्यक हो गया था कि किसी भी कम्पनियों, सहकारी समितियों पर लगे प्रतिबंध को समाप्त कर दिया जाए। इसी को आधारित मानते हुए धारा–21 में कुछ विस्तार करके कुछ प्रतिबंधों को दूर किया है। दूसरा संशोधन आपने धारा–42 के अंतर्गत किया है। जिस पर कोई भी कम्पनी से संबंधित कोई भी व्यक्ति या कम्पनी अपने किसी शेयर को जलयान के अंतर्गत अपने हित को एक दूसरे को हस्तांतरित करने में जो प्रतिबंध था, उसको आपने दूर किया है। इससे भारतीय जलयान जो शेयर हस्तान्तरण हित का अधिग्रहण नहीं कर सकता था, उसको दूर किया है। इसके अंदर पहले एक व्यवस्था कि कोई भी अपने शेयर को अगर हस्तांतरित किया जाता था तो उसको पहले इसके संबंध में केन्द्रीय सरकार से स्वीकृति लेनी पड़ती थी। तो आपने वह प्रतिबंध हटाया है। इससे जहाज कम्पनियों को, जहाज खरीदने वाले मालिकों को यह सुविधा होगी कि उनका स्वामित्व डायरेक्ट होगा, केवल एक स्थिति में देश के अंतर्गत यदि कोई बाहरी खतरा है या आंतरिक असुरक्षा है उस स्थिति में सरकार का स्वामित्व कायम हो सकता है। लेकिन आपने यह छूट दी है कि वाहन खरीदने वाली जो एजेंसीज हैं, जो वाहन खरीदती हैं तो उन्हें इस ओर उत्साह होगा कि इसके ऊपर डायरेक्ट व स्वामित्व मिल जाएगा। तीसरा परिवर्तन आपने धारा–51 के अंतर्गत किया है। एक पंजीकृत बंधक कर्ता, यदि उसके ऊपर कोई ऋण देय है या वह अपना शेयर हस्तांतरित चाहता है या अपना हिस्सा अलग करना चाहता है तो पहले यह व्यवस्था थी कि उसको उच्च न्यायालय के अंतर्गत जाकर के डिग्री प्राप्त करनी पड़ती थी तब जाकर उसका अपना शेयर वसूला होता था या उससे पैसा वसूल किया जा सकता था। लेकिन अब आपने उसमें छूट देकर यह सुविधा दे दी है कि कोई भी ऋण या कोई भी डिमांड उनकी है तो उसको प्राप्त करने में कोर्ट में जाने की जरूरत नहीं है, वह डायरेक्ट ले सकता है। इसे वे डायरेक्ट ले सकते हैं। इस उद्योग को सबसे बड़ा खतरा यह था कि इसको ऋण मिलने में कठिनाई हो रही थी। जो विदेशी ऋण देने वाली संस्थाएं थीं, उनको यह कठिनाई हो रही थी कि यदि वे भारत की किसी नौवहन कंपनी को ऋण देती थीं तो उससे वापस ऋण वसूल करने में समय लगता था और उच्च न्यायालय में जाकर उनको डिग्री प्राप्त करनी पड़ती थी। उस दिक्कत को दूर करने के लिए मंत्री जी को एक रास्ता सूझा और भारत की नौवहन कंपनियों को ऋण प्राप्त करने में जो दिक्कतें आ रही थीं, उन्होंने उन दिक्कतों को दूर किया है। इसके लिए मैं उनको धन्यवाद देना चाहता हूं।

महोदय, मंत्री जी ने नौवहन कंपनियों को बढ़ावा देने के लिए, उनका विस्तार करने के लिए और उनको अच्छी सुविधाएं देने के लिए एक अच्छी व्यवस्था की है। इसके लिए वे बधाई के पात्र हैं। साथ ही इन्होंने अधिनियम की धारा 412 को भी हटा दिया है। इसके अंतर्गत केन्द्र सरकार को यह अधिकार था कि वह भाड़े की दरों को निश्चित करती थी और दर निर्धारित करने में सरकार की जैसी नीति है, उसके अनुसार काफी देरी हो जाती थी और इसके कारण

जहाज अपनी लागत भी वसूल नहीं कर पाते थे जिससे जहाज कंपनियों और जहाज मालिकों को काफी घाटा होता था। आपने इस धारा को हटाकर यह निश्चित कर दिया कि जो नौवहन कंपनियां हैं वे स्वयं भाड़ा निश्चित करें जिससे कि उनकी जो लागत है, वह उनको प्राप्त हो सके। इस व्यवस्था से जो कंपनियां घाटे में चल रही थीं वे लाभ में आ जाएंगी। नौवहन उद्योग को जो खतरा पैदा हुआ था, उसको आपने समय रहते भांप लिया और इस उद्योग को लाभ में लाने के लिए और संसार में जो मंदी की स्थिति चल रही है, उसको सोचकर आप यह संशोधन लाए हैं, इससे भारतीय नौवहन उद्योग को बहुत लाभ होगा। इसके साथ ही मैं मंत्री जी से यह निवेदन भी करना चाहता हूं कि नौवहन उद्योग के सामने जो अन्य दिक्कतें आ रही हैं, उनको भी आप दूर कीजिए। नौवहन कंपनियों की जो मांगें हैं, जो समय-समय पर उठती रही हैं, उनको मद्देनजर रखते हुए और भी इस अधिनियम में संशोधन कीजिए। इन शब्दों के साथ में अपनी बात समाप्त करता हूं। धन्यवाद।

SHRI PRAVAT KUMAR SAMNTARAY (Orissa): Mr. Vice-Chairman, Sir, I think, this Bill has not been brought at an appropriate time to help the shipping industry of this country. Had it been brought ten or fifteen years back, this would have helped the shipping industry in a much greater way.

Sir, to be brief, the very concept of the 1958 Merchant Shipping Act was to foster the development, and ensure the efficient maintenance of an Indian Mercantile Marine in a manner best suited to serve the national interests and for the purpose, provide for the registration of Indian ships and the power to amend and consolidate the law relating to merchant shipping. Why is it so ? It has been felt that in spite of the support extended by the Government, the Indian shipping industry could not match with the foreign flag vessels. In his statement, the Minister himself has accepted it. After 1991-92, we are sharing only 36 per cent of the total trade, i.e. sending of goods from our country and bringing of goods into our country. This is not a good sign for our country. History shows that whichever country has dominance in maritime activity acquires glory in the international arena. The British had proved it earlier. In the modern world, countries like Japan, South Korea, Norway, Greece, are the examples which have achieved this position. They give hundred per cent support to their shipping industry.

In our country, though we have the Shipping Corporation of India, which is a state-owned company, though we have ship-building yards, even to carry Government goods, we are utilising foreign vessels.

The purpose behind amending this legislation is to see that our shipping industry is in a position to compete in the world market. It it nesessary because shipping is not an industry which is limited to the country's frontiens. It is not only to be visualised, but it should also be practised in the international perspective. This amending Bill would give a fillip to the Indian shipping industry. As I said, if this had been brought forward ten years back when there was recession in the shipping industry throughout the world—between 1974 and 1986—we would have been carrying much more. After the liberalisation of the economy, particularly, in the shipping business and port activities, as the hon. Minister has said, we have achieved a lot, but we would have achieved more if it had been visualised much earlier.

I would say that this is a half-hearted measure. This is a half-hearted attempt to make the Indian shipping industry compete effectively in the world market. There are many lacunae. There is need to shed much of Government control, bureaucratic control, over the shipping industry. Of course, the hon. Minister has proposed to do away with certain controls of the Government so that industry is able to compete in the maritime sector in a big way.

In this connection, I would like to point out that there are certain facilities extended to the crew of foreign vessels. Such faci-

lities are not extended to the crew in our country. Those crew and other experts who are trained in the country and who are employed here leave the country. There is shortage of crew as they are joining the foreign vessels. This is because they get tax-free salary and other allowances. Why are we not able to extend the same facilities in our country? The reason is, the State is supporting the industry in those countries. They extend hundred per cent support. For example, South Korea is a big maritime power today because of this. We are planning to purchase 32 vessels for the Shipping Corporation of India during the Eighth Five-Year Plan. We are asking South Korea to manufacture the vessels for us. On the other hand, we have three shipbuilding yards in the country. These ship-building yards have no work at all. The Minister said that the Cochin Shipyard has cash surplus, but he has not mentioned the fact that the Cochin Shipyard has accumulated a loss of Rs. 222 crores till today. The reason is that they do not have work on their hand. Cochin Shipyard and Shipping Corporation of India are under the control of the Ministry of Surface Transport. I do not know the reason why we are purchasing vessels from outside. Instead of that we should provide job to people who are sitting idle and are being paid for years together. It is not a phenomenon of today, we must plan for the future.

There is one more thing to which I would like to draw the attention of the hon. Minister. The activities of NUCI are endangering the shipping companies of this country. This organisation is not only determining the shipping crews to be borrowed by shipping companies from them, it is also not allowing the Government to function smoothly. The Government had opened a Shipping Crew Recruitment Centre at Madras, but the Organisation forced the Government to close it down. It is not functioning at all. If you are making an attempt to amend the Merchant Shipping Act to help the shipping industry, why should you not tackle such organisations that are standing in our way? Not only that, it has become totally unsuitable for the ship-owners to recruit crew of their own choice. We cannot open a training centre to prepare our boys for the future. Even the training centre that is opened by the Government, this organisation is just trying to sabotage it from within.

I hope the Government will take note of all these things. This amending Bill is a small attempt to help the shipping industry but we should prepare our shipping industry through our regulations in such a way that it can benefit in the next 30 years, not today only. It is an admitted fact that the shipping industry has achieved a lot during the present Minister who is piloting the Bill. The voluminous cargo achieved in all major ports cannot be compared with the past decades. Within three years we have been making profits. Ports were making losses. Now all the major ports are making profits. Now things are going smoothly and progressively. I wish, instead of making this haphazard attempt to overcome the present problems, he had formulated policies in such a way that the shipping industry could compete in the world market in the next 40 to 50 years.

SHRI V. NARAYANASAMY (Pondicherry): Mr. Vice-Chairman, Sir, thank you for giving me this opportunity. Though it is a small amendment that has been piloted by the hon. Minister, it will definitely improve the performance of the shipping industry in the country.

As far as the amendments are concerned, mainly they relate to acquisition of vessels, mortgagee getting back his money without going to the High Court and the difficulty that has been encountered by the shipping companies for getting loans. All these systems have been eased out. These amendments will definitely help the shipping industry. In the overall perspective the shipping industry in the country needs a new look.

Because, as Members of Parliament we visited some of the shipyards and also the Shipping Corporation of India. The difficulties encountered by these organizations are really worth remedial measures by the hon. Minister.

Sir, each vessel costs so much money which the shipping companies will not be

able to raise all of a sudden. They need funds from financial institutions, private agencies or from foreign investors. We find that the rate of interest that is being charged for the acquisition of vessels is enormous when compared to other countries. Therefore, the vessel owners, including the Shipping Corporation of India, find it difficult to acquire the vessels on an equitable basis. Therefore, there is a need for acquiring more funds from international organizations and also various multinational companies. Since the economic policies of the Government have been geared up and liberalization has been brought in, now the people are looking forward to a lot of exports from this country. Now the shipping industry has to attune itself to meet the challenges for the transport of goods from this country to outside countries. Therefore, the capacity of these shipping vessels has definitely got to be improved.

Now I find that in the Eight Five-year Plan the target that has been fixed is seven million GRT but, I am afraid, with the pace at which we are moving for the purpose of getting the vessels and for giving help for survival, we will not be able to achieve the target. Therefore I would urge upon the hon. Minister, who is taking keen interest as far as the shipping industry is concerned, whether it is shipbuilding or shipping operations, that he has now to monitor the development of this industry.

Apart from the interest part of it and getting more funds for the acquisition of more vessels, what I find is that since the market is there, some of the foreign vessels are operating and carrying cargoes within a short period and so they are being preferred by the exporters. Support from the industry is not there for the vessels which Indians own and which are being operated by the SCI. The practical problem of the SCI has been explained that even though we have the vessels, foreign vessels have been preferred by Government organizations as also some of the private industries and exporters. Therefore it needs a relook, and the hon. Minister should consider giving support to the shipping industry of this country so that they will be able to help the Indian trade.

Another aspect which I would like to submit is that in spite of all the facilities that are available for the shipping industry —when we go to the shipyards we have discussions with the people there—foreign companies are preferred. In the Bombay shipyard although they have got all the facilities and infrastruture, including capacity to manufacture submarines, foreign companies are preferred for manufacture of submarines. The shipping industry in Cochin is in doldrums and it is facing problems. Now the hon. Minister also is taking keen interest in the Cochin shipyard, which is an age-old shipyard and which has been catering to the shipping industry. That has to be taken good care of.

Though the amendement is very small, the problems of the shipping industry are enormous, whether it is on the question of the shipbuilding industry, especially shipyards, whether it is on the question of movement of cargo by Indian vessels or on the question of foreign investment. I would like the hon. Minister to consider all these aspects and come out with a comprehensive scheme.

Sir, I find that they are going to replace some of the old vessels.

It is a normal thing. It involves an enormous investment, but the return on this investment is definitely going to be there. Therefore, Sir, whether it is on the question of shipyards or on the question of transporting goods, the Indian shipping industry has to be given more concessions by the Government. We know, the hon. Minister will definitely fight for it. Not only that, but even the government organisations, public sector undertakings when they are exporting goods, prefer foreign vessels. The minimum time for exporting the goods has to be adhered to by the Shipping Corporation also so that the vessel operators can definitely get orders from the exporters.

Not only that, sir, but persons who are working in the vessels, especially technicians and captains who are working in our vessels are being lured by foreign companies. In spite of their training here, they

go to the foreign companies and try to get larger perks from this companies. In spite of that, about 70 per cent of the people who are working in our shipping industry, are Indians, and they are doing a very good service for the shipping industry in this country.

Sir, it is a very small amendment. I request the hon. Minister to come with a comprehensive legislation relating to the shipping industry because we know personally the woes of the shipping industry in this country, especially the Shipping Corporation of India and the shipping yards. On the one hand the shipping yards do not have orders. On the other hand, when they and the Shipping Corporation want to acquire them, they do not have sufficient funds. Therefore, flow of money is required. When you bring the New Economic Policy, when you want to give thrust to the exports, minimising the imports, then, we should be fully equipped to meet the challenges. Therefore, the shipping industry must be given a special impetus and special consideration so that they will be able to meet he challenges.

While supporting the Bill, I want the hon. Minister to consider my suggestions and give it a relook. Thank you.

श्री मोहम्मद अमीन (पश्चिमी बंगाल) : जनाब वाइसचेयरमैन साहब, मोहतरम् वाइसचेयरमैन साहब, शिपिंग एक्ट के बारे में जो तरमीमात मंत्री जी लाए हैं, उस बिल को मैंने यकसूई के साथ पढ़ा और उनकी तकरीर भी सुनी। मंत्री जी ने अपनी तकरीर में जिन कामयाबियों का दावा किया है, उनका असलियत के साथ कोई तालुक नहीं है। दरअसल मेरी राय यह है कि यह तरमीम हुकूमत की नयी मंशी पालिसी की अकासी करती है जो शिपिंग की सनअत में इस पर अमल दरामद करने की कोशिश हो रही है। इकबाल ने बहुत पहले कहा था—

"गोदी में खेलती है जिसकी हजारों नदियां,
गुलशन है जिसके दम से रश्के-जिना हमारा।"

जिस मुल्क की गोदी में हजारों नदियां खेलती हों इस मुल्क में अगर जहाजरानी की सनअत तरक्की न करे तो उससे ज्यादा अफसोस की कोई बात नहीं हो सकती। 1947 से आजादी मिलने के बाद हुकूमत की शिपिंग पालिसी बहुत साफ तरीके पर खुल कर के सामने नहीं आई जितने भी कदम उठाये गये हैं सब नीमदिली से उठाए गए हैं जिसका नतीजा यह हुआ कि जहाजरानी की सनअत तरक्की नहीं कर सकी। हिन्दुस्तान में आज जितने जहाज बनाने के कारखाने हैं, वह बंद पड़े हैं, चाहे आप बम्बई जाएं, कलकत्ता जाएं कोचीन जाएं, विशाखापत्तनम जाएं या कहीं भी जाएं। आज बने बनाए जहाज बाहर के मुल्कों से खरीदे जा रहे हैं। जाहिर है कि यह बात मुल्क के मफाद में कभी नहीं हो सकती। हिन्दुस्तानी जहाजरानी कम्पनियों को एक हजार करोड़ रुपए का कर्ज दिया गया जो लौटाया नहीं गया। उसको वसूल करने के लिए हुकूमत ने कोई सख्त कदम नहीं उठाया जिसका नतीजा यह हुआ कि सारी रकम डूब गई। इस बिल का जो मकसद मैं देख रहा हूं वह यह है कि गैरमुल्की जहाजरानी कम्पनियों को हिन्दुस्तान में घुस जाने के लिए आजादी दे दी जाएगी और इस रास्ते में जितनी रुकावटें हैं वह सारी रुकावटें हटाई जा रही हैं। अंकटाड अकवामें मुत्तहिदा का एक इदारा है "अंकटाड" युनाइटेड नेशंस शिपिंग ट्रांसपोर्ट एंड डवलपमेंट। उसने बहुत पहले एक फैसला किया था कि हर एक मुल्क में उसकी माल-बरदारी का कम से कम 40 फीसदी काम उस मुल्क के जहाजों से लेना चाहिए। यह बहुत पहले का फैसला था। मेरे ख्याल से बीसियों साल पहले का। लेकिन अभी तक इस पर अमल दरामद नहीं हो पाया है। हिन्दुस्तानी जहाजों से जो काम लिया जाता है वह ज्यादा से ज्यादा 30 फीसदी तक हो पाया है। इतना हुआ है जबकि कम से कम 40 फीसदी होना चाहिए था। एन्टी केबीटेज ला के मुताबिक कोस्टल शिपिंग यानी अंदरूनी मुल्क की माल बरदारी का सारा काम हिन्दुस्तानी जहाजों से लेना चाहिए लेकिन हिन्दुस्तान में जो हिन्दुस्तानी जहाज है उनकी तादाद घटती जा रही है।

शिपिंग कारपोरेशन के जहाजों की कारकर्दगी को अगर ठीक से रिव्यू किया जाए तो बहुत सारी खराबियां उसके अंदर निकलकर आयेंगी। उसमें कोई प्रापर रिव्यू हुआ है या नहीं यह मुझे मालूम नहीं है। लेकिन काम करने वालों में बहुत मायूसी है।

कलकत्ता बंदरगाह में 1947 में कुल हिन्दुस्तान का 23 फीसदी सामान उतारा चढ़ाया जाता था। अब यह 23 प्रतिशत से घटकर 8 प्रतिशत पर आ गया है। इस तरह से कलकत्ता का बंदरगाह खतरे में पड़ गया है।

जहाजियों की भर्ती का सवाल कर लें। वह भी ठप्प पड़ा हुआ है। भारत सरकार ने एक मौके पर एक फैसला भी किया था कि हिन्दुस्तान के जितने जहाजियों को जहाज में भर्ती करके बाहर भेजा जाएगा उनमें 70 प्रतिशत बम्बई से और 30 प्रतिशत कलकत्ता से लिये जाएंगे। लेकिन वह 30 फीसदी भी नहीं हो रहा है। कलकत्ता के जहाजी वर्षों से बेकार बैठे हैं। बेकारी का सामना कर रहे हैं, भूखे मर रहे हैं, तबाह हो रहे हैं। आखिर हिन्दुस्तान के इतिहाद और सालमियत का जो नाम लिया जाता है यह कैसे होगा। कुल भर्ती जो भी होती है वह बम्बई से हो जाती है। कलकत्ता के लोग मुंह देखते रह जाते हैं जिसकी वजह से उनके मन में बहुत गमी-गुस्सा है इस बात की। हकूमतें मगरिबी बंगाल ने भी इस तरफ तवज्जह दिलायी है मरकजी हुकूमत की लेकिन कोई नतीजा नहीं निकला।

डायरेक्टर-जनरल शिपिंग ऐसे जहाजों को सेल वर्दी बनाकर सर्टिफिकेट दे देते हैं जिनमें खराबियां होती हैं। जो जहाज समुद्र में जाकर डूब जाते हैं। यह किसका नुक्सान है। अभी कुछ दिन पहले सरस्वती नामक एक जहाज डूब गया। उसकी इंक्वायरी की खबर तो आई कि इंक्वायरी का हुकम दिया गया है लेकिन इंक्वायरी का क्या नतीजा निकला, क्या रिपोर्ट मिली, यह अभी तक किसी को मालूम नहीं है। पार्लियामेंट में भी अभी पेश नहीं की गयी है। नेशनल शिपिंग बोर्ड एक इदारा है जिसका एक चुना हुआ मेम्बर मैं भी हूं इस पार्लियामेंट से। उस नेशनल शिपिंग बोर्ड ने जहाजरानी की सनत को तरक्की देने के लिए शिपिंग कारपोरेशन की कारकरदगी में बेहतरी के मकसद के लिए बहुत सारी सिफारिशात की थीं। वे तमाम सिफारिआत सर्द खाने में पड़ी हुई है। हुकूमत ने उन पर कोई ध्यान नहीं दिया है, न कोई फैसला लिया है। अभी तरमीम में जो स्टेटमेंट आफ आब्जेक्शन्स है, रीजन्स हैं उनमें देखिए क्या लिखा गया है। उसमें लिखते हैं :

> "There are certain provisions in the Merchant Shipping Act, 1958 with regard to registration, transfer of ships and rights of mortgages which are perceived by foreign funding agencies as impediments to the enforcement of the rights of the lenders in case of loan defaults and consequent requirements to foreclose the mortgage. The said provisions of the Merchant Shipping Act are also not conductive to attracting foreign investments in the field of shipping and are not in consonance with the recently announced Government policies."

चुनांचे उनको हटा दिया गया ताकि जो रुकावटें हैं वे बिल्कुल दूर हो जाएं। हुकूमत ही इस बात को तसलीम कर रही है। आगे चलकर मैं दो पैराग्राफ्स और पढ़ देता हूं ताकि इस तरमीम का असल जो मकसद है वह और साफ हो जाए। इसी में कहा गया है :

> "(c) Section 51 has been amended to enable the sole registered mortgage of a ship or share to recover the amount due under mortgage by selling the mortgaged ship or share without the intervention of the High Court. However, where there are two or more registered mortgages the existing provisions of section 51 will apply;"

यानी हाईकोर्ट की तरफ से जो मदाखलत होती थी वह रुकावट भी दूर की जा रही है ताकि बैरूनी जहाजरानी कम्पनियां हावी हो सकें और आखिर में कहा गया है :

"(d) section 412 which empowers the Central Government to fix the shipping rates has been omitted as the Shipping Companies felt that Government control on freight rates for certain cargoes and inordinate delay in fixing those rates lead to a situation where such rates lag behind the cost of operation, make coastal shipping operation unviable and inhibit the development of tonnage catering to coastal shipping."

इस तरह जितनी रुकावटें हैं मुल्क में जहाजरानी कंपनियों के रास्ते में थीं उनको हटा करके उनको इस बात की खुली आजादी दी जा रही है कि वह हिन्दुस्तान में घुस आएं और हिन्दुस्तान में लूट करें। इसलिए यह तरमीम हकूमत की नई माँली पालिसी का एक हिस्सा है। इसलिए मैं इसकी सख्ती से मुखालफत करता हूं।

SHRI N. GIRI PRASAD (Andhra Pradesh) : Mr. Vice-Chairman, Sir, first of all, I would express my disapproval of the Ordinance on this aspect. The Ordinance was promulgated on the 27th October, 1993. Now we are in early December. The Minster could not explain the reasons for promulgating an Ordinance either in the Statement of Objects and Reasons or in his present statement. What were the compelling reasons for the Government to promulgate this Ordinance? The Government could have waited for the Parliament to legislate it and could have considered the valuable suggestions given by the Members. I think nowadays the Government is promulgating ordinances first and then bringing the Bills before the Parliament to pass them. Perhaps, this has become a mania or habit. I think Government should give up this habit, at least, in the near future.

My second point that the hon. Minister says that in the background of liberalisation that has been taken up by the Government, this Bill has become necessary—of course, to meet the needs of purchasing ships or to satisfy the mortgage principles or whatever it is. There may be some reason for the Governmet to think about these matters in order to increase our share in the shipping industry. That can be understandable. But according to my understanding that is only a part of the matter.

First of all, the Governmet must know that any policy that is to be taken up by them must conform to the national interest and the principle of selfreliance. It is only through shipping, Government must have earned some money and the Shipping Corporation of India also must have earned some profit. But that is only one part of the story. Nowadays the Government wants to buy foreign ships or allow people to buy foreign ships and to make them accessible for foreign exchange. That is the whole purpose of bringing forward this piece of legislation. The Government wants to achieve that through this Bill. But there is a ship-building industry in our country. Sometime back I had put a question to the Minister in Parliament, "Is there a Government policy to close down the ship-building yards at Visakhapatnam and Cochin?" The Minister replied, "No". I was satisfied with the reply. But after I got some representation from the HSL, Employees Union, I had forwarded it to the hon. Minister. But so far I have not received any reply. He may reply to it, in future, I do not know. The HSL, Visakhapatnam—I am not in the know of things about Cochin Unit—is facing a lot of troubles. Though it has made technical profits, I am not very much interested in that. But what is the policy of the Government.

Is it to revive, activise, the ship-building industry in Visakhapatnam or Cochin? The Government has no policy. For your information, Sir, the foundation for this ship-building yard was laid by the first president of India, Dr. Rajendra Prasad. The first ship that came out of the HSL was "Jal Usha", inaugurated by the first Prime Minister of our country, Jawaharlal Nehru. It was a pride in those days to build our own industry, ship-building industry, ship yards. But, nowadays, the Government has forgotten that. They may not be enthusiastic in closing down all these things. But they are not also interested in running them and making them worthwhile. The HSL has produced 100 vessels so far; it has supplied to the SCI; it has supplied to the Navy; it has met all the requirements of

the ONGC and many ship-owners. But, now, they do not have any courtesy or sympathy towards this company, this prestigious ship-building yard. Recently, perhaps, both the Management and the Workers' Unions submitted a memorandum to them for the capital-restructuring of the HSL. What is its fate ? It is still pending with the Government. Instead of taking steps for the capital-restructuring of the HSL, they have brought a legislation to buy foreign ships. That is their worry now ! They want to buy foreign ships. According to the Eighth plan needs, we are expected to buy, the SCI alone is expected to buy, 79 vessels. What is their policy ? Do they want to buy all the vessels from outside because of 'comfortable foreign exchange reserves' ? I do not know. So far, the HSL has been suffering from lack of orders. Many people promised. But they have not bothered to instruct the ONGS to buy their requirements from the HSL. Though they bought something from them earlier, now they are not placing any orders. Similarly the SCI also not placed any order. They have built some additional yards or platforms for buildings vessels or jackets or decks for the ONGC. But they are not utilising this. I can give you many examples like this. I want to ask whether the Minister is interested only in purchasing foreign ships. Or is he interested in making our ship-building industry also survive in the market and build some ships, without wasting foreign exchange ? I think the Government has not spelt out any policy-framework on these matters. So, I would request the Minister to spell out his policy on making ship-building yards, especially at Visakhapatnam and Cochin, worthwhile and more productive, before asking Parliament to accept these amendments. Now, because of the policy of the Government, the HSL could not increase the prices of its vessels also. That is why it is not earning money. Perhaps, the prices of its products are not internationally competitive. That is not clear. When foreign companies can build vessels at lesser costs, why should our Government not make the HSL or ship yards build vessels at lesser costs ? That is why capital-restructuring is necessary. The Government must pay attention to whatever restructuring is needed and take every step necessary to improve our shipyards.

Whatever needs for ships are there, to meet the oversea trade they must, first of all, depend upon our ship building yards. They must depend upon our yards for meeting their requirements to the maximum extent possible. If they are not in a position to meet their full requirements, to that extent they can go to the foreign companies and make their purchases. If this much assurance is given, if all the necessary steps for capital restructuring are taken to improve those two yards and other ship building units, I think the Government can not only earn money through shipping but can also make these two units viable, worthwhile, useful and self-reliant. I feel the Government must take note of all these things and take necessary and appropriate steps in this regard.

श्री मोहम्मद खलीलुर रहमान (आन्ध्र प्रदेश): जनाब वाइस चेयरमेन सर, आज की तरक्की याफ्ता दुनिया में जराए नकलो-हमल बड़ी अहमियत का हासिल है । तीन किस्म के जराए नकलो-हमल हैं—एक तो समुद्री रास्ते, दूसरा हवाई रास्ते से और तीसरा बाई रोड ।

वाइस चेयरमेन सर, यहां तक हमारे समुद्री रास्तों से जराए नकलो-हमल का सवाल है, मैं समझता हूं कि आजादी के बाद से यह हमारी जहाजरानी की जो सनत है, इसकी जितनी तरक्की करनी चाहिए थी, उतनी तरक्की नहीं की । हालांकि इसमें कौमी मफाद था, इस वजह से हिन्दुस्तान का साहिल काफी बड़ा और बहुत वसी साहिब है, मशरिक और मगरिब दोनों तरफ से और इतफाक उन साहिल पर हमारे कुदरती कुछ ऐसे बंदरगाह मौजूद है । उन कुदरती बंदरगाहों की वजह से हमको बहुत कुछ करना चाहिए । यहां तक हमारे मगरिब बंदरगाहों का सवाल है, गुजरात में कांडला, फिर बंबई का बंदरगाह, इतने अच्छे बंदरगाह हैं, जिनका दुनियां के अच्छे बंदरगाहों से मुकाबला किया जा सकता है । फिर यहां हमारे जुनूब के जो साहिल का सवाल है, उसमें है—विशाखापट्टनम, फिर

मद्रास, फिर कोचीन, कलकत्ता और फिर अभी आजादी के बाद जो बना है पारादीप बंदरगाह, यह इस किस्म के बंदरगाह हैं, जो वाकई कुदरती बंदरगाह हैं। अफसोस की बात है कि इन बंदरगाहों के पेशेनजर रखते हुए हमारी जहाजरानी की सनत को बिल्कुल नजरअंदाज किया गया है और हमेशा इस बात की कोशिश की गई कि हमारे जो जहाज हैं वह सिर्फ बाहर से खरीदे, हालांकि पंडित जवाहर लाल नेहरू ने एक हिन्दुस्तान शिपिंग लिमिटेड यहां पर काम किया था और उसका असली मकसद यही था कि जितने भी हमारे जरूरत के जहाज हैं वह हिन्दुस्तान में खुद बनाए जाएं। हालात यह है कि सिवा सिर्फ चंद जहाजों के हमेशा हम यह देखते रहें कि बाहर से ही जहाज खरीदने पड़े, जिसमें हमारे लाखों करोड़ों रुपए की फॉरेन एक्सचेंज इन्वोल्व होती है और हमारे कौमी मफादात इससे मुतासिर होते हैं।

वाइस चेयरमेन सर, यह जो बिल लाया गया है, मैं समझता हूं कि हमारी जो सिविलाइजेशन की पालिसी है, उसके नतीजे के तहत हमारे इम्पोर्ट को फरोग दिया जा रहा है, तो जाहिर है कि बाहर से हैवी मशीनरी वगैरह जो है लाने के लिए जहाजरानी जो है दरकार होती है। इन्हीं चीजों को पेशेनजर रखते हुए शायद यह बिल जो है, लाया गया है। यह वाकेअतन हमारे मिनिस्टर साहब इतने सुलझे हैं कि इससे हमारे जहाजरानी की सनत को फरोग हो सकता है और हमारी जो समुद्री रास्तों से जराए नकलो-हमल है, इससे पैदा होकर हमारे मुल्क की कौमी मईशत में इजाफा हो सकता है, तो ठीक बात है। यकीनन हम इस ताल्लुक में जो हैं, यह देखेंगे कि यह जो अमेंडमेंट लाया गया है, मैं समझता हूं कि यह कोई ज्यादा बड़े अमेंडमेंट नहीं हैं, होना तो यह चाहिए था कि आप हमारी जहाजरानी सनत को फरोग देने के लिए एक कंप्रेहेंसिव बिल लाते, जिसमें आप यह क्लाज भी रख सकते थे और फिर अदरूनी जहाजरानी की जो सनत है, उसको फरोग देने के लिए आप कोशिश कर सकते थे। मुझे यकीन है कि आप अपने जवाब में इस बात का जरूर जिक्र करेंगे कि हमारी अंदरूनी जहाजरानी की जो सनत है, उसको फरोग देने के लिए आपका क्या प्रोग्राम है।

एक बात मैं आपसे और कहना चाहूंगा कि चन्द दिन पहले एक शिपिंग एजेंट लाइसैंसिंग बिल लाया गया था और वह बिल इसी हाऊस में इंट्रोड्यूज किया गया था और एक ज्वाइंट कमेटी दोनों सदनों की बनाई गई थी। उस सिलसिले में जितने भी हमारे मेजर पार्टस हैं, वहां पर उस कमेटी ने जाकर विटनेस लीं, रिपोर्ट भी बनाई गई लेकिन ऐन वक्त उस बिल को बगैर किसी वजह के ड्रॉप कर दिया गया। मैं ऑनरेबल मिनिस्टर साहब से यह भी जानना चाहूंगा कि वे क्या वजहें हैं जिनकी वजह से शिपिंग एजेंट्स लाइसैंसिंग बिल को ड्रॉप किया गया ? अगर यह शिपिंग एजेंट्स लाइसैंसिंग बिल बन जाता तो मैं समझता हूं कि हमारी जो जहाजरानी की सनत है और यह जो मर्चेंटाइज सनत है, उसमें काफी तरक्की हो सकती थी।

†[ ] Transliteration in Arabic Script.

مقصد یہی تھا کہ جتنے بھی ہمارے ضرورت کے جہاز ہیں وہ ہندوستان میں خود بنائے جائیں۔ حالت یہ ہے کہ سوا صرف چند جہازوں کے ہمیشہ ہم یہ دیکھتے رہے کہ باہر سے ہی جہاز خریدنے پڑے جس میں ہمارے لاکھوں کروڑوں روپیہ کی فارن ایکس چینج انوالو ہوتی ہے اور ہمارے قومی مفادات اس سے متاثر ہوتے ہیں۔

وائس چیئرمین سر۔ یہ جو بل لایا گیا ہے میں سمجھتا ہوں کہ ہماری جو لبرلائزیشن کی پالیسی ہے اس کے نتیجے کے تحت ہمارے امپورٹ کو فروغ دیا جا رہا ہے تو ظاہر ہے کہ باہر سے ہیوی مشینری وغیرہ جو ہیں لانے کے لئے جہاز رانی جو ہے درکار ہوتی ہے۔ انہی چیزوں کو پیش نظر رکھتے ہوئے شاید یہ بل جو ہے لایا گیا ہے۔ یہ واقعتاً ہمارے منسٹر صاحب اتنے سلجھے ہیں کہ اس سے ہمارے جہاز رانی کی صنعت کو فروغ ہو سکتا ہے۔ اور ہمارے جو سمندری راستوں سے ذرائع نقل و حمل ہیں اس سے پیدا ہو کر ہمارے ملک کی قومی معیشت میں اضافہ ہو سکتا ہے۔ تو ٹھیک بات ہے۔ یقیناً ہم اس تعلق سے جو ہے یہ دیکھیں گے کہ یہ جو امنڈمنٹ لایا گیا ہے میں سمجھتا ہوں کہ یہ کوئی زیادہ بڑے امنڈمنٹ نہیں ہیں۔

اس کو جتنی ترقی کرنی چاہیئے تھی اتنی ترقی نہیں کی۔ حالانکہ اس میں قومی مفاد تھا۔ اس وجہ سے ہندوستان کا ساحل کافی بڑا اور بہت وسیع ساحل ہے۔ مشرق اور مغرب دونوں طرف سے اور اتفاق سے ان ساحل پر ہمارے قدرتی کچھ ایسے بندرگاہ موجود ہیں۔ ان قدرتی بندرگاہوں کی وجہ سے ہم کو بہت کچھ کرنا چاہیئے۔ جہاں تک ہمارے مغربی بندرگاہوں کا سوال ہے گجرات میں کانڈلا۔ پھر بمبئی کا بندرگاہ اتنے اچھے بندرگاہ ہیں جن کا دنیا کے اچھے بندرگاہوں سے مقابلہ کیا جا سکتا ہے۔ پھر یہاں ہمارے جنوب کے جو ساحل کا سوال ہے اس میں ہے وشاکھا پٹنم پھر مدراس اور پھر کوچین کلکتہ اور پھر ابھی آزادی کے بعد جو بنا ہے پارادیپ بندرگاہ۔ یہ اس قسم کے بندرگاہ ہیں جو واقعی قدرتی بندرگاہ ہیں۔ افسوس کی بات ہے کہ ان بندرگاہوں کو پیش نظر رکھتے ہوئے ہماری جہاز رانی کی صنعت کو بالکل نظر انداز کیا گیا ہے اور ہمیشہ اس بات کی کوشش کی گئی کہ ہمارے جو جہاز ہیں وہ صرف باہر سے خریدیں۔ حالانکہ پنڈت جواہر لعل نہرو نے ایک ہندوستان شپنگ لمیٹڈ یہاں پر قائم کیا تھا اور اس کا اصلی

†] Transliteration in Arabic Script.

ہونا تو یہ چاہیئے تھا کہ آپ ہماری جہاز رانی صنعت کو فروغ دینے کے لئے ایک کمپری ہنسو بل لاتے جس میں آپ یہ کلاز بھی رکھ سکتے تھے۔ اور پھر اندرون جہاز رانی کی جو صنعت ہے اس کو فروغ دینے کے لئے آپ کوشش کر سکتے تھے۔ مجھے یقین ہے کہ آپ اپنے جواب میں اس بات کا ضرور ذکر کریں گے کہ ہماری اندرون جہاز رانی کی جو صنعت ہے اس کو فروغ دینے کے لئے آپ کا کیا پروگرام ہے۔

ایک بات میں آپ سے اور کہنا چاہوں گا کہ چند دن پہلے ایک شپنگ ایجنٹس لائسنسنگ بل لایا گیا تھا اور وہ بل راجیہ سبھا میں انٹروڈیوس کیا گیا تھا اور ایک جوائنٹ کمیٹی دونوں سدنوں کی بنائی گئی تھی۔ اس سلسلے میں جتنے بھی ہمارے میجر پارٹیز ہیں۔ وہاں پر اس کمیٹی نے جا کر ٹیسٹی لی رپورٹ بھی بنائی گئی لیکن عین وقت پر اس بل کو بغیر کسی وجہ کے ڈراپ کر دیا گیا۔

میں آنریبل منسٹر صاحب سے یہ بھی جاننا چاہوں گا کہ کیا وجہ ہیں جن کی وجہ سے شپنگ ایجنٹس لائسنسنگ بل کو ڈراپ کیا گیا۔ اگر وہ شپنگ ایجنٹس لائسنسنگ بل پاس ہو جاتا تو میں سمجھتا ہوں کہ ہماری جہاز رانی کی صنعت ہے اور یہ جو مرچنٹائز صنعت ہے اس میں کافی ترقی ہو سکتی تھی۔

"ختم شد"

SHRI JAGDSH TYTLER: Sir, I am grateful to the Members for participating, supporting and putting queries on certain things. But I find that, probably, it is a good thing I am able to answer certain things because the hon. Members are not aware what exactly the problems we are facing, what results have been brought out and what achievements this country has made. Probably, in my reply, I would be able to satisfy some other queries which the hon. Members have. Of course, I wanted to thank Mr. Meena who outright thanked for bringing this Bill. Mr. Samantaray has made a very valuable point. But I would like to inform the hon. Members and all other Members—I think three Members spoke about this—that ships are being ordered from foreign shipyards is absolutely wrong. We have the maximum capacity in our country to make ships to the tune of 80,000 dead weight tonnes and all the ships which are required in the country to the tune of 1,50,000 dead weight tonnes. We do not have the ports at Cochin Shipyard or Hindustan Shipyard which can build these ships. To make these shipyards to build ships up to 1,50,000 dead weight tonnes we require investment of thousands of crores of rupees. I don't think that our country has got that kind of money. In all the orders we have placed all the ships are above 1,50,000 dead weight tonnes. You will be surprised when I tell you that I made it compulsory that all other ships have to be ordered from the Indian shipyards. It will make you feel happy to know that the Hindustan Shipyard or the Cochin Shipyard is not deprived of the orders. They have got enough orders. I have seen to it that the restructuring has been done. The Cabinet had given approval to the pricing which was a completely different pricing. The international price parity was there. It was completely different form that. So,

†[ ] Taansliteration in Arabic Script.

you know that the Indian shipyards could not compete with the foreign shipyards. I would like to inform you, Sir, that the orders are being placed in the Indian Shipyards except the big ships which we cannot build. When you say that we are ordering ships which we should have built in this country, you are not right. It is only those ships, you must know this, which we cannot build. We could not build all other ships before because the price parity between the international price and ours was too big. After the Cabinet has given its approval we have now brought it to the same level as the international price. That is why we are going to see to it that all other ships are being built in the Indian shipyards. Recently we have taken a decision to order the third ship for which the Shipping Corporation would have gone outside. We had given order for three ships to be built in poland. They have delivered two and we made it sure that third goes to the Cochin Shipyard which we have already sanctioned. One of the most important things which Mr. Samantary mentioned is about the training facilities. He is right. In the last two years we have got new training institutions opened in the country. We are having some problems. We are recruiting people and giving them training. Yesterday only I met a Managing Director from Orissa and we are soon going to sort out these problems. Mr. Narayanasamy asked whether we will be able to achieve seven million GRT. Sir, one of the reasons is Indian ship-owners do not have so much money. Even if they are able to raise money within the country, in India nobody is able to pay 24 per cent or 18 per cent interest. Whereas the same amount is available in the international market at a rate of 6 per cent or 7 per cent. If this is the position, nobody is going to take money from our country. Even if you have to buy a ship, you would not go and pay 24 per cent interest to the Indian banks when the same money is available at cheaper rates. So no foreigner is ready to give money on the conditions which we have set in India. When you want to mortgage you have to take permission of the High Court. Suppose, anybody wants to buy a ship. He has to take permision from an Indian High Court. This process takes 19 years. By that time the life of the ship will be over. That is why the market price is falling down very rapidly in the international market. We don't have the money. That is why we don't have the capacity to build. There are hundreds of Indians who are ready to invest and take money from outside. I am happy to say that private companies have got 36 ships. We have brought results. Our profit has gone up from Rs. 1100 crores to Rs. 3400 crores since the last couple of years. This profit has been achieved because they went into the market. We must congratulate the industry that they have been able to invest more and bring more ships into the country. I will convey the suggestion of Mr. Narayanasamy to the Government about shipping industry being supported through the Finance Ministry.

As far as ship repair is concerned, we have taken it up at the Cochin Shipyard. For the first time the Cochin Shipyard had achieved a record turn over of Rs. 77 crores in 1972-73. Whereas for the last two years we were thinking of closing this shipyard. I would like to say that ship orders have been given and restructuring is on the final stages. The Cabinet has given approval for it. I would like you to visit the Cochin Shipyard and the Hindustan Shipyard and see how things have started moving again. Nobody is losing jobs. You will be surprised to note that the Hindustan Shipyard has also achieved a record turn over of Rs. 20 crores whereas for the last couple of years we were thinking of closing it. This is the prifit which they have earned by repairs. I think in another three or four years with the new orders they will be able to solve all their problems. With the new pricing policy which has come to the level of international pricing, I don't think we will be having any problem. We have got one of the finest mechanics and ship-makers in the world today. I feel very happy about it. I would like to tell the hon. Member, Shri Mohammed Amin, that there was a time when the Indian tonnage was 0.3 million tonnes. But today we have reached up to 6.28 million tonnes. The growth has been very steady. Of course, the growth should have been more. As the hon. Member has said, it should have been

brought 10 years before. I think that this kind of a condition should have never been imposed. We have destroyed our industry with our own hands. Even with the amendments that we are passing, the shipping industry will get a boost. We would be able to get a lot of foreign help. Foreign people are not going to invest in their own ships. They are going to invest in Indian ships. They will be able to give them loans at a very low rate of interest which we cannot afford to give them. The SICI cannot give them. The interest rate is as high as 18 to 24 per cent. There is competition in the international market. There are hundreds of people who are prepared to invest and finance ships at a rate of interest which is not more than 5 to 6 per cent. Today you will be suprised to know that we own one per cent of the entire worlds tonnage, that is 6.28 million tonnes. That means the growth rate has been 21 times. The Shipping Corporation of India is one of the largest shipping companies in the world, after the breaking-up of Russia. It is one of the largest shipping companies. You will be surprised to know that they have made a profit of over Rs. 144 crores last year. Three years ago, the profits were hardly Rs. 20 to Rs. 25 crores. The they came to Rs. 55 crores and then to Rs. 80 crores. Last Year they made a profit of Rs. 144 crores. They have made profits, in spite, of competition in the international market. I hope with these changes, we will be able to sail more Indian ships flying the Indian flag and facilitate the movement of cargo. Today we move about 36 per cent of the cargo. I hope with the sailing of more Indian ships flying the Indian flag we will be able to move more cargo. You will be happy to know, especially Mr. Mohammed Amin, that our ports used to handle 20 million tonnes of cargo. Today we are handling 166.5 million tonnes and I expect to increase this during the next year. I would also like to tell you, why Calcutta port lost its trade. It is due to its own compulsions. The shippers prefer other shipyards like Bombay, the Nheva Sheva Port, Paradeep, Cochin and Madras. We cannot impose upon these people to use a particular port. There was a time when the Calcutta Port handled a lot of trade, But now people are using other ports and that is the reason why Calcutta port has lost its trade. I would like to inform you that we are going to invest over Rs. 3216 crores for the development and for increasing capacity of the ports. There was another point raised regarding the Shipping Agents Licensing Bill. This was dropped at the request of the shipping agents themselves. They had requested us to drop it. I am happy to say that the country has made progress. Never ever will the interest of the country be sacrificed. I am one person who is for liberalisation and I am open about it. I do not want the Government to have any kind of controls. The Governments' business is not to run an industry. The Government's business is to settle policy matters. People are there. We have competent people in this country and they have shown their competence in the last two years. The kind of results that this industry has shown, no other industry has done so well after the liberalisation policy was announced by the Prime Minister. It is not because it is me who is sitting there. It is because we have removed the hurdles. We have removed the red-tapism. We have removed the bureaucratic hurdles. A private man, if he wanted to get his ship repaired, he had to approach the Government of India and the Minister had to give him the permission. Again the Minister had to tell him the place where he could get it repaired. Even to tighten a nut, the Minister had to be approached. These were the kind of controls we had before. I have removed all these controls. I am also working towards removal of more controls. I do not want the Government to have any control. The industry needs to be run by the people. Our duty is to formulate policies. We will see that nobody breaks the law. Government should not have any controls. Thank you.

श्री मोहम्मद अमीन : महोदय, मेरे दो सवाल हैं जिनका मैं जवाब माननीय मंत्री जी से चाहूंगा। एक तो यह कि कलकत्ता में जो 30 परसेंट आदमियों के रेक्रूटमेंट का फैसला हुआ था उस पर अमल दरामद हुआ या नहीं ? अगर हुआ है तो कितना हुआ है ?

दूसरी बात यह है कि सरस्वती जहाज जो डूब गया था उसकी रिपोर्ट क्या है। वह मिला या नहीं?

†شری محمد امین : مہودے میرے دو سوال ہیں جن کا جواب میں مانیہ منتری جی سے چاہوں گا ایک تو یہ کہ جو ٹکنٹ سے ۳۰ پرسینٹ آدمیوں کے رکروٹمنٹ کا فیصلہ ہوا تھا اس پر عمل درآمد ہوا یا نہیں اگر ہوا ہے تو کتنا ہوا ہے۔

دوسری بات یہ ہے کہ سرسوتی جہاز جو ڈوب گیا اس کی رپورٹ کیا ہے وہ ملا یا نہیں۔

श्री जगदीश टाइटलर : हमारी नालेज में कोई सरस्वती जहाज डूबा नहीं । आपके पास इंफोर्मेशन है तो आप बता दीजिए हम पता लगाएंगे। जहां तक रेक्रूटमेंट का मामला है हमारे पास कन्सेंट आई हुई है। हम इस पर ध्यान दे रहे हैं।

THE VICE-CHAIRMAN (SYED SIBTEY RAZI) : I shall now put the motion to vote. The question is :

"That the Bill further to amend the Merchant Shipping Act, 1958, be taken into consideration."

The question was put and the motion was adopted.

THE VICE CHAIRMAN : We shall now take up clause by clause considertion of the Bill.

Clauses 2 to 8 were added to the Bill.

Clause 1, the Enacting Formula and the Title were added to the Bill.

SHRI JAGISH TYTLER : Sir I move :

"That the Bill be passed."

The question was put and the motion was adopted.

I STATUTORY RESOLUTION SEEKING DISAPPROVAL OF THE KALAKSHETRA FOUNDATION ORDINANCE PROMULGATED BY PRESIDENT ON 29TH SEPTEMBER, 1993

II THE KALAKSHETRA FOUNDATION BILL, 1993

श्री सत्य प्रकाश मालवीय (उत्तर प्रदेश) : माननीय उपसभाध्यक्ष जी, मैं संकल्प उपस्थित करता हूं कि--

"यह सभा राष्ट्रपति द्वारा 29 सितंबर, 1993 को प्रख्यापित कलाक्षेत्र प्रतिष्ठान अध्यादेश, 1993 (1993 का सं० 31) का निरनुमोदन करती है ।"

महोदय, वर्तमान विधेयक के संबंध में भारत सरकार की सलाह पर राष्ट्रपति जी ने 29 सितंबर, 1993 को एक अध्यादेश जारी किया : मान्यवर, अध्यादेश के जरिए कानून बनाना यह कोई अच्छा परिपाटी नहीं है और इसके संबंध में संविधान में भी व्यवस्था दी गई है । उस में यह व्यवस्था दी गई है कि उस समय को छोड़कर जब संसद के दोनों सदन सत्र में हैं, यदि किसी समय राष्ट्रपति का समाधान हो जाता है कि ऐसी परिस्थितियां विद्यमान हैं जिन के कारण तुरन्त कार्यवाही करना उनके लिए आवश्यक हो गया है, तो वह ऐसा अध्यादेश प्रख्यापित कर सकेंगे । तो मान्यवर, आप देखेंगे कि भारत सरकार को देखना चाहिए था कि कौन सी ऐसी परिस्थितियां थीं जिन के कारण तुरन्त अध्यादेश के जरिए कानून बनाने की आवश्यकता पड़ी । मान्यवर, मैं समझता हूं कि ऐसी कोई परिस्थिति नहीं थी, न कोई ऐसी आवश्यकता थी और न कोई औचित्य था । मेरी समझ में ऐसी कोई परिस्थिति विद्यमान नहीं थी कि सरकार को वर्तमान विधेयक के संबंध में 29 सितंबर, 1993 को अध्यादेश जारी करना पड़ा । संसद का सत्र एक-डेढ़ महीने के बाद होना था । तो संसद की उपेक्षा करके अध्यादेश द्वारा कानून बनाना अच्छी परिपाटी

† [ ] Transliteration in Arabic Script.